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FACT SHEET : THE ALDENE PLAN

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FACT SHEET
THE ALDENE PLAN,

INITIATED BY: The New Jersey State Highway Department, through its Division of Railroad Transportation.

PARTICIPANTS: The State of New Jersey; The United States Department of Housing and Urban Development; The Central Railroad of New Jersey; The Pennsylvania Railroad; The Lehigh Valley Railroad; The Port Authority Trans-Hudson Corporation.

PURPOSE: Preserve and improve essential commuter railroad operations of the Central Railroad of New Jersey by reducing deficits and eliminating costly ferry service with antiquated equipment.

Provide for the first time direct rail service to downtown Newark from the densely-populated corridor centered on Somerville, Plainfield and Westfield.

Insure all-weather rail service to downtown and midtown Manhattan for Central Railroad riders.

PASSENGER VOLUME: Passenger trips in both directions on an average weekday: CNJ, 24,000; PRR (New Jersey passengers only) 46,000; PATH, 20,000 (Newark service only).

ROUTING: CNJ trains will be re-routed to and from Pennsylvania Station in Newark. Main line trains will switch to Lehigh Valley tracks at a point east of Cranford (Aldene Junction) and then to Pennsylvania tracks at South Newark. CNJ shore trains will switch to Pennsylvania tracks near Perth Amboy.

At Newark, passengers can change to:

1. PATH trains to Jersey City, Hoboken, downtown and midtown Manhattan.
2. Pennsylvania Railroad trains to Penn Station in New York City.

Also CNJ will provide service between Cranford and Bayonne.

FINANCING: The State of New Jersey has appropriated $6.1 million and obtained a Federal grant of $3.6 million under the Urban Mass Transportation Act. Of the total amount, $2 million is reserved for CNJ station improvements after the start of Aldene operations.

The Port of New York Authority has authorized $15.2 million for improvements. Of this amount, $5.1 million will be paid by the Federal Government under the Urban Mass Transportation Act.

EXPECTED START: Early part of 1967. Probably will be in two stages with CNJ shore trains first followed by CNJ Mainline Trains a few weeks later.

IMPROVEMENTS COMPLETED: 2,100-foot-long connecting track between CNJ and LV tracks at Aldene Junction.

Resignaling of LV's two mainline tracks for two-day operation on each track between Aldene and South Newark.

Elevation of two-mile-long portion of LV mainline in Roselle Park and Union Township, and construction of three new bridges to eliminate grade crossings at Locust Street, Chestnut Street and Galloping Hill Road.

Elevated platform and overhead canopy at site of new CNJ station in Roselle Park (between Locust and Chestnut Streets).

IMPROVEMENTS UNDER WAY: New passenger station building and parking facilities in Roselle Park along LV main line (adjacent to completed elevated platform).

A vehicular bridge extending Central Avenue in Hillside to permit closing Long Avenue.

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Pedestrian passageway under LV tracks at Long Avenue.

CNJ engine and coach servicing facilities at Raritan.

An Addition to CNJ's Control Tower at Raritan to accommodate train dispatchers and superintendent's staff.

New storage and servicing yard at Harrison for CNJ equipment.

Last phases of signal work at various points along the route.

Upgrading of PATH-Pennsylvania Railroad Joint Service tracks between Newark and Jersey City by installation of transit-type signals.

A new 5,000-foot track in Harrison for new exclusive use of PATH trains.

Additions to the PATH silicon rectifier power system.

Installations of turnstiles and change booths in Pennsylvania Station, Newark and Harrison.

IMPROVED EQUIPMENT:

44 new air-conditioned rail transit cars are being built for PATH to carry the additional passengers generated by the Aldene Plan.

47 existing air-conditioned PATH cars used in the Newark service are being completely refurbished.

136 CNJ coaches are being rehabilitated for Aldene passengers.

34 CNJ coaches are being equipped for use in "push-pull" trains. Control cars placed at one end of such trains will enable operation in either direction without time-consuming locomotive switching.

FUTURE IMPROVEMENTS:

In the second phase of Aldene construction, stations along the CNJ main line from Cranford to Raritan will be improved, high-level platforms will be built and parking lots will be enlarged.

The third phase will include electrification of major portions of the CNJ and New York & Long Branch Railroads; and purchase of air-conditioned cars.

FARES AND SCHEDULES:

To be announced following State public hearings and Interstate Commerce Commission review.

November, 1966